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The Morning Astorian.

VOL. LIII

ASTORIA, OREGON, TUESDAY, JULY 2, 1901.

NO. 157

ECLIPSE HARDWARE CO.

Plumbers and Steamfitters

SOLE AGENTS FOR

BRIDGE BEACH & CO'S

SUPERIOR STEEL RANGES

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IN GREAT VARIETY AND AT ALL PRICES

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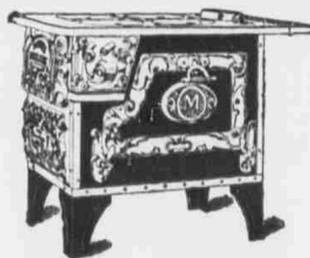
GRIFFIN & REED

Fancy and Staple Groceries

FLOUR, FEED, PROVISIONS, TOBACCO AND CIGARS.....

Supplies of all kinds at lowest rates, for fishermen, Farmers and Loggers.

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WE ARE SELLING AGENTS FOR Moore's Steel Cooks

CARLOAD JUST RECEIVED

W. J. Scully, 431 BOND STREET, Between Ninth and Tenth

We Rent New Typewriters.



Many new improvements added. See our latest

No. 2 Smith Premier Typewriter New Art Catalogue Free...

L. M. ALEXANDER & CO. Exclusive Pacific Coast Dealers 245 Stark St., Portland, Ore. F. W. M'KECHNIE, Local Agent.

NEW ZEALAND FIRE INSURANCE COMPANY

Of New Zealand

W. P. THOMAS, Mgr., San Francisco.

UNLIMITED LIABILITY OF SHAREHOLDERS

Subscribed Capital,	\$5,000,000
Paid-up Capital,	1,000,000
Assets,	2,545,114
Assets in United States,	300,000
Surplus to Policy Holders,	1,718,792

Has been Underwriting on the Pacific Coast over twenty-two years.

SAMUEL ELMORE & CO.

Resident Agents, Astoria, Or.

C. J. TRENCHARD,

Commission, Brokerage, Insurance and Shipping.

Custom House Broker. ASTORIA, ORE. Agent W. F. & Co. and Pacific Express Co's.

ROYAL WELCOME EXTENDED TO THE VISITING CONGRESSMEN

Rivers and Harbors Committee and Guests See the Entrance to the Columbia and View the Jetty.

SPEECHES MADE AT THE BANQUET AT HOTEL FLAVEL

Senior Fulton Impresses Upon the Visitors the Necessity for Justice Being Done Astoria in the Matter of Transportation Terminal Rates, and Chairman Burton, of the Committee, Expresses the Hope That the Two Cities Will Get Together and Work for Oregon's Good in the Development of the State.

Though the weather was threatening the rain gradually withheld from marinating the pleasure of the congressional party's trip to the mouth of the river yesterday. Astoria has not lost its prestige as a royal entertainer. If any doubt existed before they certainly must have been dissipated yesterday. The program arranged for the entertainment of the distinguished guests was carried out to the letter. The steamer Butler was late in arriving but the members of the party were immediately escorted to the lighthouse tender Columbian and the special train waiting to convey them to the mouth of the river. In addition to the members of the joint committee from the Chamber of Commerce and Astoria Progressive Commercial Association, there were a number of invited guests from Astoria, Portland and other sections of the state.

The special train was provided for members of the party to whom the water route would be distasteful, but nearly all of the congressmen made the trip on the Columbian. The Hon. Theodore C. Burton, of Ohio, chairman of the rivers and harbors committee, was naturally the central figure in the crowd. Personally, Mr. Burton looks like any other "prominent" citizen, but there is the investigator, the searcher for salient facts in every move. His success as the head of what is considered one of the three important committees of the lower house of congress has come to him because of his thoroughness. Therein lies the secret of his prominence, what he does he knows the reason for, and if by chance his information is meagre he goes after it. The trip undertaken by the committee is in no sense a holiday. It has been a succession of hard working days, conferences with commercial bodies and engineers, all with a suggestion or some desirable facts concerning the rivers and harbors on the Pacific coast.

Mr. Burton has been chairman of the committee since 1898, and a member of it since 1895. During that time he has personally visited every river and harbor on the Atlantic seaboard and the Gulf for which government aid has been asked. The characteristics of energetic directness that is a part of the man was exemplified yesterday. Mr. Burton greeted the members of the committee cordially, but there was no useless small talk. He proceeded to the pilot house as soon as the Columbian was under way and with Major Langford proceeded to examine the charts of the river and its entrance. The engineer in charge explained the work that had been done, and the conversation veered to a technical discussion of ocean currents and their relation to jetty improvements. Other congressmen were gathered around the chart board, including Representatives Reeves, of Illinois; Alexander, of New York; Morris, of Minnesota; Acheson, of Pennsylvania; Davidson, of Wisconsin; and Col. J. C. Smith, of the engineer corps, consulting engineer of the division of the Pacific. Mr. Burton was bending over the chart and letting go of questions with gutting-gum rapidity.

"How far did deep water extend before the jetty was constructed?" Major Langford told him.

"What sort of currents do you have here?"

"What will you do with the sand that the current will bank up against the jetty?"

"After the jetty is extended is there any danger of the sand being swept around by the currents and the bar being formed farther out and becoming a permanent fixture there?"

These and similar questions did the chairman put all the way to Fort Stevens.

The party disembarked there and took a special train which conveyed them to the end of the jetty, where a short stop was made. The party then returned to the Columbian and those who desired were taken out to sea to view the jetty work from that side. It was a bit rough and several of the party who did not wish to take chances with the choppy sea returned directly to the Flavel hotel, where they were joined by those on the Columbian shortly after 6 o'clock. Dinner was served in the hotel dining room and a delightful menu, of which royal chinook salmon formed a prominent feature, was served. Col. Harvey was at his best and there was no delay of any sort. With the walnuts and wine came several brief, interesting speeches, the speak-

ers being introduced by Samuel Elmore. Brief extracts are appended:

Mr. Elmore, the chairman, in a few appropriate words, introduced Mr. Fulton, who spoke as follows:

Mr. Chairman, Ladies and Gentlemen: I have to thank you chairman for excluding me from the class of brainy men and putting me among the orators. He states that this is a red letter day for Astoria and most truly it is, and I want, on behalf of Astoria, to extend our most sincere and earnest thanks to the members of the rivers and harbors committee for this visit. We believe that more good can be accomplished for more people and for a wider section of a thorough understanding of the situation here than any other point on the Pacific coast. They have seen here a river that drains a section of country so extensive that it may be termed an empire. We are all united in an earnest desire that they shall fully obtain a thorough understanding of the interests of our people, and of the importance of understanding that aid to the development of our resources which it is the policy of the government to extend in cases that justify it. They ask what do we want? Well, I will tell you that we want the earth if we can get it—much like the Irish editor who said of Ireland, "This cup has been overflowing and is not full yet."

We want the improvement of the entrance to the Columbia river. That is why we are so glad you have come down here, because we are confident that you will thoroughly appreciate the importance of giving aid to that enterprise. We want the improvement of that entrance because we realize that the commerce of the future is to be carried on by vessels of deep draught. We realize that the harbor that cannot accommodate ships of from 9000 to 12,000 tons and upwards cannot be termed a first-class harbor. It is not only important to Oregon but also to Washington and Idaho that this harbor be improved to its utmost capacity. The statements of the engineers show that it can be readily increased to a depth of 35 to 40 feet, which will enable the largest ships that will float in the near future to enter here. We therefore want increased depth at the entrance of the Columbia river, but we also want the Columbia river opened up to navigation throughout Eastern Oregon. We want the impediments at Celilo and The Dalles removed.

If you had time to visit Eastern Oregon you would see the section of the country that furnishes the greatest majority of the products that come down this channel to the sea. You would see that section of the country handicapped by the fact that it has no water competition with the railroads. Although the river extends far into the interior, yet by reason of the impediments at Celilo and The Dalles it is not navigable to the people of the interior, who are entitled to it. They are subject to railway transportation charges that are, at the present time, I am almost justified in saying, practically prohibitive of production. So far as the river does them any good they might have a solid mountain chain that would shut off all transportation aside from railway service. Hence we realize the importance of opening up and clearing the obstructions in the upper river, and we ask the committee to give this matter their careful consideration. So we stand here tonight, asking for the improvement of the Columbia river bar and also the removal of all obstructions in the Columbia river so that the commerce of this great empire may move untrammelled and unvexed to the ports of the world.

There is a disease existing among the people of Astoria and of Portland which I might call "riverphobia" or "riveritis." And it is really more dangerous than any other "itis" I have ever known, whether meningitis or appendicitis. It affects people according to the locality in which they live. The Portlander can only see the importance of improving the river between here and the Willamette. The Astorian can only see the necessity of improvements at the mouth of the river. So it is a disease peculiar to the section. I stand here tonight, as I have always done, demanding what is best for all the people of Oregon and the great Northwest—that the best possible channel be given to the mouth of the Columbia river. I got into a newspaper controversy with my friend Mr. Elmore, and we nearly be-

DEATH LIST IS GROWING LARGER

Eighty-Seven Died of Heat in New York Yesterday.

WARM SPELL IS UNBROKEN

Ten Persons Killed by Lightning in Chicago and Five Dropped Dead on Streets

NEW YORK, July 1.—At 2 o'clock this (Thursday morning) the death record from heat for the twenty-four hours ending at that time in Greater New York was 87; prostrations, 182.

For the last five days the total deaths in the same territory were 164. Hundreds of horses died from the heat.

TEN KILLED BY LIGHTNING.

Sad Fate of a Fishing Party in Chicago.

CHICAGO, July 1.—Crowded together in a little zinc lined shanty, under North Shore pier, ten boys and young men and one old man met instant death by lightning today. They had left their fish lines and sought shelter from the fierce thunder storm that deluged the northern part of the city today about 1 o'clock. Ten minutes later their bodies lay, with twisted and mangled limbs, like a nest of snakes, as the men who found them said.

They were twelve who sought shelter and just one escaped. Twelve-year-old Willie Anderson was uninjured, but he lay many long minutes before he could be drawn out from under the heap of dead bodies.

They were fishing and seeking relief from the heat of the day or had come to wade and swim.

The dead are:

GEORGE BRABINET, 11 years old.
M. JACOBS, 45 years old.
GEORGE PRIEST, 35 years old.
FRANK COOZEY, 11 years old.
CARL DRUZE, 15 years old.
EDWARD BLOCH, 23 years old.
— BRODERICK.

An unknown man and three unknown boys.

The storm was as violent a visitation as has ever been experienced in Chicago. Half a dozen houses, outbuildings and trees in the vicinity were struck and almost all the telephone wires burned out.

FIVE DROPPED DEAD.

Severe Thunderstorm Brings Partial Relief—Many Overcome.

CHICAGO, July 1.—Five persons dropped dead on the streets today from excessive heat and fifteen others were badly overcome. At noon the temperature in the weather bureau tower was 93 and on the streets over 100.

A severe thunder storm at 1 o'clock brought partial relief and the mercury dropped 20 degrees.

EIGHTEEN DEATHS RECORDED.

Pittsburg Suffers Terribly From the Hot Wave.

PITTSBURG, July 1.—From sunrise till long after dusk there was no cessation in the terrible heat. All previous records were broken. Many mills closed down. The thermometer reached 98. Eighteen deaths in Pittsburg and Allegheny were recorded and forty prostrations.

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CLEVELAND, July 1.—Three deaths and eighteen prostrations from heat were recorded today. The maximum temperature was 92.

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ernment observation station and 99 on the street.

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ST. JOSEPH HOT SPELL BROKEN.

ST. JOSEPH, Mo., July 1.—The long drought and the heated spell was broken tonight by a heavy rain. There were many prostrations today. Ex-politician T. J. Dowand died. The thermometer registered 100.

ON AN EXCURSION TRIP.

Distinguished Party Coming to the Pacific Coast.

ST. PAUL, July 1.—This city today entertained a distinguished excursion party, consisting of Senators Jones, of Nevada; ex-Senator Maroon Butler, of North Carolina; ex-Senator Pettigrew, of South Dakota; Congressman Sulzer, of New York; ex-Senator Stephen W. Dorey, of New York; Major Robt. M. Chilton, of San Francisco, and a number of mining experts.

The party left for the Pacific coast this evening. From Seattle they will go to Alaska.

Senator Butler, chairman of the populist national committee, said:

"The populist party will go it alone next time. The main issue will be public ownership—not of everything, understand but of natural monopolies.

"The silver question is dead, for the time being at least. We are protectionists, of course."

TWENTY-EIGHT INJURED.

Union Pacific Crashes into a Freight at Blairstown.

SALT LAKE, July 1.—A special to the Tribune from Rock Springs, Wyo., says:

The east-bound Union Pacific passenger train crashed into a freight train at Blairstown, a mile west of Rock Springs Sunday afternoon. Twenty-eight persons were injured, none fatally.

The train had stopped at Blairstown and was unable to make up to get out of the way, and the passenger train, running 40 miles an hour, dashed into it. The passengers in the Pullman were not hurt.

COMBINE IS COMPLETE.

Details of the Salmon Cannery Combine to Be Made Known Today.

SCRANTON, Pa., July 1.—M. G. Manley, of Portland, Oregon, was here today on his way home from New York, where he participated in the formation of a combine of salmon packers of Alaska and Puget sound, representing 1,700,000 pounds of an annual output of 2,000,000 pounds. The papers are to be signed tomorrow and then the details will be made public.

BURNED TO DEATH.

Fate of an Aged Indian at Oregon City.

OREGON CITY, Ore., July 1.—Susan, aged 75 years, the only surviving daughter of Chief Leilus, of the Molalla Indian tribe, was burned to death here today. The house caught fire and the woman being blind and feeble was unable to get out.

DISASTROUS HURRICANE.

MELBOURNE, July 1.—A disastrous hurricane on the coast of New South Wales has paralyzed shipping. Two vessels have been wrecked and ten persons drowned.

LITTLE WHIRLWIND PARDONED.

HELENA, Mont., July 1.—The state board of pardons today endorsed the action of Governor Toole in ordering Little Whirlwind, an Indian, set at liberty.

THE ILLINOIS RECORD.

WASHINGTON, July 1.—The official report of the board of inspection on the recent trial performance of the battleship Illinois shows the record made was 17.447 miles per hour.

SILVER MARKET.

NEW YORK, July 1.—Silver, 59 1/2.

ROYAL Baking Powder

Makes the bread more healthful.

Safeguards the food against alum.

Alum baking powders are the greatest menaces to health of the present day.

ROYAL BAKING POWDER CO., NEW YORK.